

Message Text

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ORIGIN AF-08

INFO OCT-01 IO-13 FEA-01 AID-05 CEQ-01 CIAE-00 ERDA-05

COME-00 DODE-00 EB-07 EPA-01 INR-07 L-03 NSF-01

NSC-05 NSAE-00 PM-04 USIA-06 OES-06 SS-15 SP-02

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OES/ENP/EN:GKINTER

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EB/TT/MA:RJOHE (INFO)

COMMERCE/MARAD/M-250:MR. FRIEDBERG

EB/TAC/MA:CTAYLOR

TRANS/TAD:COL PIEPER

L/T:JSFINCHER (SUBS)

CG:PTE:LCDR. SCHWARTZ

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FM SECSTATE WASHDC

TO AMEMBASSY ABIDJAN

INFO USMISSION USUN NEW YORK

C O N F I D E N T I A L STATE 232345

E.O. 11652: GDS

TAGS: PFOR, EWWT, IV, US

SUBJECT: VISIT OF IVORY COAST MINISTER OF MARINE AFFAIRS
LAMINE FADIGA

1. FADIGA TOOK ADVANTAGE OF HIS PRESENCE IN THE US FOR
THE LOS CONFERENCE TO SEEK OUT CONTACTS IN WASHINGTON
WHICH MIGHT BE HELPFUL TO HIM IN THE RESPONSIBILITIES OF
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HIS NEW OFFICE. HE CALLED ON SECRETARY COLEMAN AND COAST

GUARD ADMIRAL LARKIN AT THE DEPARTMENT OF TRANSPORTATION AND ON DEPUTY ASSISTANT SECRETARY FOR MARITIME AFFAIRS CASEY AT THE DEPARTMENT OF COMMERCE.

2. AT THE DEPARTMENT OF TRANSPORTATION FADIGA WAS ASSURED THAT REQUESTS FOR SHORT TERM COAST GUARD TRAINING IN THE AREAS OF SEARCH AND RESCUE AND COUNTER POLLUTION MEASURES (PROBABLY AT GOIC EXPENSE) WOULD BE CONSIDERED. HE BRIEFLY VISITED THE NATIONAL RESPONSE CENTER (FOR POLLUTION). THE COAST GUARD HAS PROMISED TO FORWARD TO HIM MATERIALS CONCERNING TRAINING AND POLLUTION CONTROL SYSTEMS THROUGH THE GOIC TRADE REPRESENTATIVE IN NEW YORK (DUOUGH).

3. AT THE DEPARTMENT OF COMMERCE, FADIGA WAS TOLD THAT IVORY COAST MARINERS COULD BE CONSIDERED FOR FULL TERM TRAINING AT STATE MERCHANT MARINE ACADEMIES BUT THE

FEDERAL ACADEMY IS LIMITED TO OFFERING LESS THAN FULL TERM TRAINING. HE WAS PRIMARILY INTERESTED IN ADVICE AND ASSISTANCE ON SETTING UP A REGIONAL MARINE ACADEMY IN THE IVORY COAST. HE WAS TOLD THAT ABSTRACTS OF TEACHING MATERIALS WOULD SOON BECOME AVAILABLE. TRAINING AIDS ARE AVAILABLE ON THE COMMERCIAL MARKET. HE COULD ALSO BE PUT IN CONTACT WITH STATE ACADEMIES WHICH MIGHT BE ABLE TO ASSIST OR WITH CONSULTANTS WHO HAVE HAD EXPERIENCE AT THE U.S. MERCHANT MARINE ACADEMY. HE ALSO INDICATED AN INTEREST IN ESTABLISHING AN IVORY COAST SHIPPING LINE TO THE UNITED STATES. HE WAS TOLD THAT THE VARIOUS ASPECTS OF MARITIME AFFAIRS SUCH AS REGULATION, RATES, PROMOTION AND SAFETY, ARE DIVIDED AMONG DIFFERENT AGENCIES AND COMMISSIONS. IT IS PREFERRED THAT SUCH AGREEMENTS BE COMMERCIAL AGREEMENTS AMONG THE COMPANIES SERVING THE ROUTE. SUCH AGREEMENTS WOULD HAVE TO BE SUBMITTED TO THE APPROPRIATE AGENCIES.

4. DEPARTMENT RECORDS SHOW THAT GOIC SIGNATORY TO 1954 CONVENTION FOR PREVENTION OF POLLUTION OF SEA BY OIL BUT HAS NOT YET DEPOSITED ACCEPTANCE OF 1969 AMENDMENTS TO THAT CONVENTION. ALTHOUGH DISCHARGE STANDARDS WHICH THESE AMENDMENTS ESTABLISH WERE SUBSEQUENTLY INCORPORATED

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IN 1973 INTERNATIONAL CONVENTION FOR PREVENTION OF POLLUTION FROM SHIPS, LATTER NOT EXPECTED TO COME INTO FORCE FOR SOME TIME. '69 AMENDMENTS, IN CONTRAST, NEED ONLY TWO MORE ACCEPTANCES BY SIGNATORIES OF '54 CONVENTION

TO COME INTO FORCE. USG REGARDS AMENDMENTS AS CAPABLE OF DRAMATICALLY REDUCING OILY DISCHARGES FROM ALL SHIPS, WITH GREATEST IMPACT ON OPERATIONAL TANKER DISCHARGES

OF TYPE NOW ROUTINELY CARRIED OUT OFF WEST AFRICAN COAST
BY MANY TANKERS USING CAPE OF GOOD HOPE ROUTE. AMENDMENTS
ALSO ESTABLISH FOR FIRST TIME VISIBLE TRACE CRITERIA THAT
MAKES ENFORCEMENT MORE EFFECTIVE. EMBASSY REQUESTED RE-
VIEW THIS ISSUE WITH APPROPRIATE MINISTRY OF MARINE
OFFICIALS, INCLUDING POSSIBLY MINISTER FADIGA, IN
ORDER CAPITALIZE ON LATTER'S U.S. VISIT AND ENCOURAGE
GOIC, IF IT HAS NOT ALREADY FORMALLY ACCEPTED 69 AMEND-
MENTS, TO DO SO AT EARLIEST CONVENIENCE AS MOST EFFECTIVE
STEP THAT CAN BE TAKEN IN NEAR TERM TO REDUCE OIL POLLUTION
OF SEAS AND COASTS.

5. FADIGA WAS INFORMED THAT THE EMBASSY AND DEPARTMENT
OF STATE WOULD BE THE PROPER CHANNEL FOR ANY FORMAL RE-
QUESTS THAT MIGHT ARISE FROM HIS CONTACTS IN WASHINGTON.

ROBINSON

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